

Harrisonburg Bicycle & Pedestrian Plan Advisory Committee

Meeting Summary

May 18, 2009, 5:30pm, 409 S. Main Street

1. Welcome/ Introductions

Present were Adam Fletcher, Thanh Dang, Ben Wyse, Sgt William Keller, Len Van Wyk, Cindy Reeves, Paul Johnston, Betsey Dunnenberger, Lee Eschelman, and Jonathan Lantz-Trissel.

2. Why Bicycle & Pedestrian Plans?

In conjunction with the City's Comprehensive Plan and Design & Construction Standards Manual, the City's Bicycle & Pedestrian Plans lay the foundation for specific priorities for the City of Harrisonburg to accomplish. Additionally, these planning documents and design standards are what instruct the city and developers what improvements they must make along the frontage of their property or what they must do to accommodate a planned future facility.

3. Accomplishments since 2005

See meeting handout. Also add Port Republic Road and Rocktown Trails at Hillandale Park.

4. List of Needs & Ideas for Narrative

See meeting handout for initial list of needs – these items have been collected by Ms. Dang over the last year as comments were received from citizens. Please add other facility needs to this list for later consideration and prioritization by the Advisory Committee. Please ask your friends and family and make mental notes as you travel around the city.

Mr. Lantz-Trissel inquired whether priorities would be determined by usage patterns, such as visible worn foot paths. He noted that ethnic communities in the area may not be represented well at public forums. Mr. Van Wyk noted that for bicycling looking at current usage patterns are not a good justification and noted that people may not be bicycling more because conditions are unsafe. When a bike facility is constructed that is safe, people will use it. It was noted that a combination of criteria will need to be considered when the Advisory Committee later works on prioritization.

There is not a way to count pedestrians and bicyclists without someone in the field manually counting them. The city's "traffic counters" are only capable of counting vehicular traffic.

Chicago Ave & Waterman Dr intersection was added to the list of needs for improvement. There was discussion about the city's Master Transportation Plan and Capital Improvement Plan – a number of projects have been on the plan for many years and have been pushed back as other priorities arise or funding was limited. From a safety perspective, Chicago Ave should be a high priority. Mr. Van Wyk

suggested that Chicago Ave be improved without additional travel lanes, but with added bike lanes and sidewalks.

There was discussion about transportation planning being historically focused on moving motor vehicles, and that more attention needs to be given to multimodal transportation and balances achieved. Mr. Van Wyk noted that more vehicular travel lanes makes it more difficult for pedestrians to cross streets.

Mr. Johnston suggested that both rails-to-trails and rails-with-trails be considered. There was discussion that the topography in our area may make rails-with-trails difficult, but all agreed it should be further explored and considered. Ms. Dang will inquire with Norfolk Southern on their position of rails with trails.

Sidewalk facilities also help support the public transportation network. Also, knowing where sidewalk priorities are, coordination with benches/bus stops can be made.

Ms. Dang asked the Advisory Committee to re-evaluate bicycle route signage. The 2005 bicycle plan adopted signage for specific routes between multiple destinations. Ms. Dang proposes that the Advisory Committee consider route signage as suggested in the AASHTO bicycle facility guide, which does not number routes but uses “bike route” signage with a direction/description of a destination. The AASHTO guide-type signs offer more flexibility as multiple routes may converge on one street and provide more helpful information to bicyclists riding without a map.



2005 Plan Sign



AASHTO sign

Mr. Wyse referenced the League of American Bicyclists suggestion that good city bicycle routes are accompanied with signage and kiosks with maps of the entire system. Ms. Dang envisions the future publication of a city bike route map when more routes are established.

The group reviewed the Priorities List – *see meeting handout* . Notes and comments will be added to appropriate lists and distributed prior to the next Advisory Committee meeting.

5. Proposed Timeline for Tasks

- a. Compile Initial List of Needs – please ask friends and family and email Ms. Dang your lists by June 10 for next meeting’s review.

- b. Draft of Plan(s) Narrative – Ms. Dang will have for committee for review prior to July meeting.
 - c. Public Meeting – tentatively scheduled for September 21. Ms. Dang to inquire about meeting place, etc to confirm.
 - d. Final Plan adoption in early 2010
6. Future meeting dates – scheduled for every third Monday of the month. Next meeting will be Monday June 15th at 5:30pm, Community Development, 409 S Main Street.
7. Adjourned at 6:45pm.

Additional Resources:

- [AAHSTO Guide for the Development of Bicycle Facilities](#)
- [Rails with Trails Guidebook](#)
- [Federal Highway Administration \(FHWA\) Safety -](#)
 - [BikeSafe: Bicycle Countermeasure Selection System](#)
 - [PedSafe: Pedestrian Guide and Countermeasure Selection System](#)
 - [A Resident's Guide For Creating Safe and Walkable Communities](#)
 - [Pedestrian Safety Guide for Transit Agencies](#)